

**ITEM #3** Ryan McCoard requests Project Plan approval for two new flex industrial warehouses in the AI (Airport Industrial) Zone, located at 3155 West Center Street. Provo Bay Neighborhood. Mary Barnes (801) 852-6408 [mabarnes@provo.org](mailto:mabarnes@provo.org) PLPPA20240015

<p><b>Applicant:</b> Ryan McCoard</p> <p><b>Staff Coordinator:</b> Mary Barnes</p> <p><b>Property Owner:</b> MCCOARD OIL LLC</p> <p><b>Parcel ID#:</b> 21:034:0125, 21:022:0174, 21:034:0138</p> <p><b>Acreage:</b> 7.29 acres</p> <p><b>Number of Properties:</b> 3</p> <p><b>Current Zone:</b> Airport Industrial</p> <p><b><u>ALTERNATIVE ACTIONS</u></b>  <b>Continue</b> to a future date to obtain additional information or to further consider information presented. <i>The next available meeting date is September 11, 6:00 P.M.</i>  <b>Deny</b> the requested Project Plan Application. <i>This action <u>would not be consistent</u> with the recommendations of the Staff Report. The Planning Commission should <u>state new findings</u>.</i></p>	<p><b>Current Legal Use:</b> Vacant Lot in the AI zone.</p> <p><b>Relevant History:</b> This property was rezoned from A1.10 to AI in August 2023 with a concept plan showing four flex warehouses. Since then, the applicant has consolidated the project plan into two flex warehouses on the property.</p> <p><b>Neighborhood Issues:</b> No neighborhood issues have been presented to staff.</p> <p><b>Summary of Key Issues:</b>  CRC has approved the project plan for two warehouses as 3155 W Center St  This item has been placed on the Design Review Committee agenda for August 22, 2024.  A plat application has been submitted and is very close to final approval by staff. This plat will combine the current three properties and create two new lots.</p> <p><b>Staff Recommendation:</b>  Approve the requested project plan application with the following conditions:  That a final subdivision plat is approved and recorded;  A flat roof is permitted after Planning Commission review; and  All items of the staff report</p>
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## **OVERVIEW**

The applicant is requesting project plan approval for two flex warehouses at 3155 W Center St within the Airport Industrial zone and along the West Center St design corridor. Building 1 will have 8 warehouse units with one loading dock, and building 2 will have 12 warehouse units with two loading docks. Each warehouse unit will have a storefront, office space, an overhead door, and a secondary entrance/exit. As a part of this development, the applicant is dedicating about 11,000 sq ft along the north edge of the property to the city, as future right-of-way when Center St is eventually widened in accordance with the Provo City transportation master plan.

This property was re-zoned to Airport Industrial (AI) in August 2023, and the planning commission at the time also approved a concept plan with 4 warehouses. Since then, the applicant has consolidated those warehouses into two warehouses and created a landscaping plan in accordance with design corridor requirements. Steps have been taken to ensure that there are adequate transitional buffers between neighboring residential, including increased landscaping. A transitional buffer was not required on the west side of the development due to the absence of a residential home on the property to the west.

### **Surrounding zones**

North: BeeHive Homes Assisted Living and Single-family home (A1.10)

South: Lakeview Parkway, Lakeshore Drive, and agricultural field (A1.10)

East: Single-family homes (A1.10)

West: Agricultural property with accessory building (A1.10)

## **FINDINGS OF FACT**

1. The current zoning of the parcel is AI, and warehouses are a permitted use in the AI zone. (14.17D.020)
2. The item has been scheduled for the August 22, 2024, Design Review Committee hearing.
3. The project is within the West Center St Design Corridor, as outlined in 14.34.290 (3).
4. Building 1 will have 8 units, and will be 41,292 sq ft.
  - a. Building 1 will be 30 ft tall from the top of the roof structure to grade. The maximum building height allowed in the West Center St design corridor is 35 ft. (14.34.290 (3))
5. Building 2 will have 12 units, and will be 59,652 sq ft.
  - a. Building 2 will be 27'5" tall from the top of the roof structure to grade. The maximum building height allowed in the West Center St design corridor is 35 ft. (14.34.290 (3))
6. The proposed structure complies with yard requirements. (14.17D.040)
7. Staff has determined that this development does not have to meet the residential transition requirements outlined in 14.34.300 for the property to the west, as it is not

being used as a residential property. Further information can be found in the staff report and attachment 5.

8. 236 parking stalls are required for this development, and 237 have been provided. 7 ADA stalls have been provided.
9. A total of 20 short-term and 12 long-term bike parking spaces have been provided
10. There is a total of 42,269 sq ft of landscaping in this project, totaling about 13.6% of the project area.

**STAFF ANALYSIS**

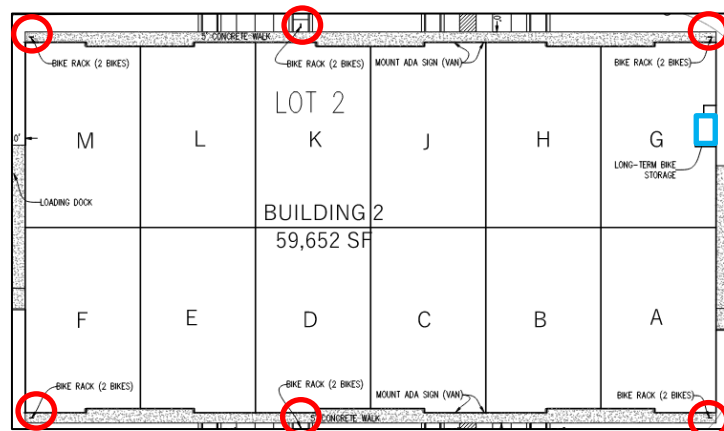
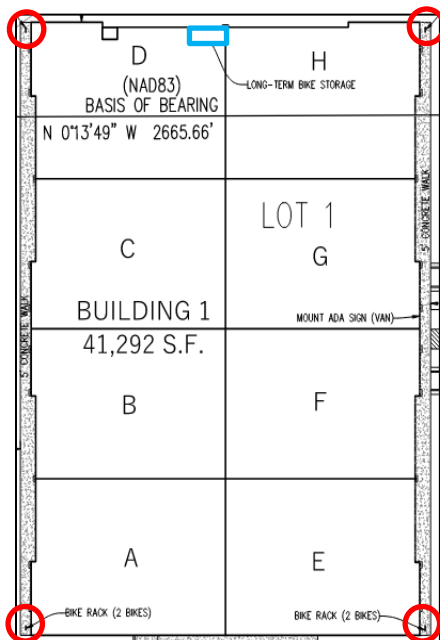
**Vehicle and Bike Parking**

Vehicle parking standards are based on the different uses in the building and their respective square footage. Please see a breakdown of the parking standards in the table below:

Required	Building 1	Building 2
Office: 1 space per 250 sq ft of gross floor area	13,828 sq ft/250= 55 required stalls	10,548 sq ft/250= 42 required stalls
Warehouse: 1 space per 600 sq ft of gross floor area	34,378 sq ft/600= 57 required stalls	49,104 sq ft/600 = 82 required stalls
Amount required?	55+57=112. 112 stalls are required.	42+82= 124. 124 stalls are required.

In total, 236 parking stalls are required for this project, and the applicant has provided 237. Per Provo City’s Development Manual, 7 ADA parking stalls will also be provided. There is no parking within any required yards.

Provo City Code 14.37.065 addresses short-term and long-term bike parking requirements. Short-term bike parking serves trips less than 2 hours in length and can be placed on sidewalks or outside of the respective warehouse. Long-term bike parking is bike storage for stays longer than 2 hours, such as a work commuter. The applicant has provided a total of 8 short-term bike parking stalls and 5 long-term bike parking stalls for building 1. 12 short-term bike parking stalls and 7 long-term bike parking stalls have been provided for building 2. The short-term bike parking



stalls (circled in red below) will be a simple rack on the sidewalk outside of the warehouse, and the long-term bike parking stalls (outlined in blue below) will be placed in small, dedicated bike rooms on the ground level of the warehouses.

**Traffic Circulation**

There are currently two entrances/exits from the property, one on Center St to the north and the other on Lakeshore Drive to the east. A cross access and parking agreement will be established between Lot 1 and 2 with the recordation of the subdivision plat.

Staff required a third access stub to the west, for a future developer to connect onto and extend. This third access will have jersey barriers to prohibit any access until the property to the west develops.

**Landscaping Standards**

Provo City Code 15.20 governs landscaping standards for new developments. Due to the location of the project along the West Center Street design corridor, additional landscaping standards were required along the north side of the project.

In the West Center St design corridor code (14.34.290 (3)), it requires a landscaped buffer yard along Center St to minimize street noise to adjacent property owners and to improve and beautify the corridor. The landscaped buffer yard along Center St is heavily landscaped, as seen in attachment 4. It includes a 4 ft high landscape berm, 12 shade trees, 11 understory/evergreen trees, 56 shrubs, and 40% landscape coverage. The parkway strip along Center St also includes 14 trees and 40% landscape coverage. Both the buffer yard and parkway strip are in compliance with the code.

Please see the table below for additional requirements found in Chapter 15.20 Development Landscaping Requirements.

<b>Landscaping Standards</b>	<b>Provided</b>	<b>Compliant?</b>
Evergreens should be incorporated into the landscape treatment of a site, particularly in those areas where screening and buffering are required.	4 evergreen trees have been provided along Lakeview Parkway to help buffer and screen the loading dock area from this major roadway.	Yes.
Detention/retention basins and ponds shall be landscaped where possible.	24 shrubs and stone ground cover have been provided in the basin on the south end of the site.	Yes.
No more than fifty percent (50%) of each front, rear and combined side yards may be impervious.	The majority of the required yard area is landscaping.	Yes.
All areas to be landscaped with sod, shall have an automatic irrigation system.	The irrigation plan shows an automatic irrigation system.	Yes.
Within all AI zones, landscaping shall have a minimum of fifteen (15) trees per acre.	$7.29 \times 15 = 109$ required trees. 117 have been provided.	Yes.

Parking areas shall be landscaped at a rate of at least forty (40) square feet of landscaping per off-street parking stall.	236*40= 9440 sq ft of required parking landscaping. 10,268 sq ft provided.	Yes.
Deciduous trees shall be planted within said parking area landscaping in a manner such that, at maturity of said trees, at least fifty percent (50%) of the paved surface area of the parking area will be shaded.	At least 62% of the of the paved parking area will be shaded be trees at maturity.	Yes.
One (1) shade tree shall be provided for every four (4) parking spaces	236/4= 59 trees. 59 trees have been provided.	Yes.
Perimeter parking lot landscaped strips and islands must have a minimum width of seven (7) feet.	All islands and landscaped strips are at least 7 ft wide.	Yes.
1 tree every 50 feet and 1 shrub every 3 feet is required along Lakeshore Drive.	11.4 trees and 190 shrubs are required. 13 trees and 215 shrubs provided	Yes.
1 tree every 50 feet and 1 shrub every 6 feet is required along the rear and side yards.	17 trees and 138 shrubs provided.	Yes.
40% vegetative coverage required in the Lakeshore Drive parkway strip.	40% vegetative coverage provided.	Yes.
Trees shall be spaced not more than 25 ft apart.	24 trees spaced 25 ft apart are provided.	Yes.

The landscaping plan is in compliance will all relevant sections of the code.

### Transitional Buffer Standards

Chapter 14.34.300 of Provo City Code covers the transitional buffers between dissimilar uses to avoid adjoining incompatible uses, especially to reduce the impacts of industrial and commercial on residential. The transitional buffer code requires a 10 ft landscaped yard and a masonry wall between incompatible uses. The west side of the project abuts an agriculturally zoned property with no residence. This property is shown as "Airport-Related" in the future land use map within the 2023 General Plan. Due to the absence of a residence and the likelihood that this property will eventually become a similar development, the usual transitional buffer requirement was not required. Despite the waiver of the transitional buffer requirements, the perimeter parking lot landscaping requirements have ensured a 10' landscaped yard with at least 13 trees and about 98 shrubs. Please see the code interpretation document in attachment 5 for more information regarding this decision.

The east side of the development is adjacent to a few residential homes, which face the warehouses. The general plan designates the future land use of these homes to be residential, meaning that the land use going forward will stay the same. To screen the parking lot, the applicant has provided a landscaped buffer yard of 20+ ft and a fully landscaped parkway strip, with equates to 37 trees and 215 shrubs in total. The trash containers are located on this side,

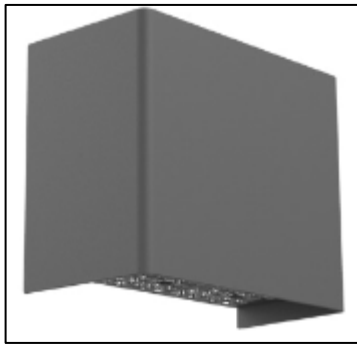


Figure 1: Building lighting

and they will be screened from view with a 6' tall block wall as required in the trash enclosure standard.

All loading docks and trash containers meet the required setbacks outlined in the transitional buffer code. Only building mounted lighting will be used in the development, and they will be directed downwards to reduce any possible glare at night. Please see figure 1 for the light type provided by the applicant. According to 15.21.030, all outdoor lighting shall be turned off after business hours, except for essential security lighting.

### Building Design and Architectural Standards

The two warehouses are proposed to be built with split face block, smooth face block, stucco, and masonry. Due to the West Center Design Corridor, building 1 has elevated design standards requiring primary entries to be oriented to a public street and adequate lighting for security. Patterns created by window and door placement are used in the buildings. Flat roofs are only permitted with permission from the Planning Commission and Design Review Committee. A condition of approval has been added regarding the flat roof.

Additional requirements can be found in 14.34.296, or the airport adjacent development design standards.

Requirements	Provided	Compliant
Design must include masonry wall, decorative cornices, steel and beam construction, and ground-floor storefronts.	The design for both buildings includes all of these architectural elements.	Yes.
Each side of the structure must have architectural detailing.	There is a variety of materials to break up facades and ensure there are no blank walls.	Yes.
Heavier building materials must be below lighter elements.	The buildings are primarily split face block. The only stucco is on the architectural trim at the top of the building.	Yes.
First floor commercial frontage along Center St shall provide a minimum of 40% transparent glass, and a minimum of 30% transparent glass along Lakeshore Drive. It shall not exceed 50% on any façade.	Building 1's Center St facing façade is 44.63% transparent glass and Building 2's Lakeshore Dr facing façade is 49.67% transparent glass.	Yes.
All windows and doors must be square and vertical.	All windows and doors are square and vertical.	Yes.

These buildings are in compliance with the design standards for the area. Any additional findings by the DRC will be presented at the August 28, 2024 Planning Commission meeting.

### **Other site development standards**

All trash enclosures will meet Provo City standards. Buildings 1&2 meet minimum setback requirements for the AI zone. Provo City Engineering has reviewed the parking plan and determined that it will meet parking design requirements, as outlined in Title 14.37.

### **CONCLUSIONS**

The applicant has been diligently working through CRC comments on these plans since early February. After many reviews and meetings with the applicant, staff believes that this final project plan meets Provo City Code and will be a great addition in the area. The general plan calls for support services for the airport in this area, including maintenance and warehousing. This project has been carefully planned to meet those criteria, while also providing for adequate design, landscaping, and transitions to the surrounding properties.

### **STAFF RECOMMENDATION**

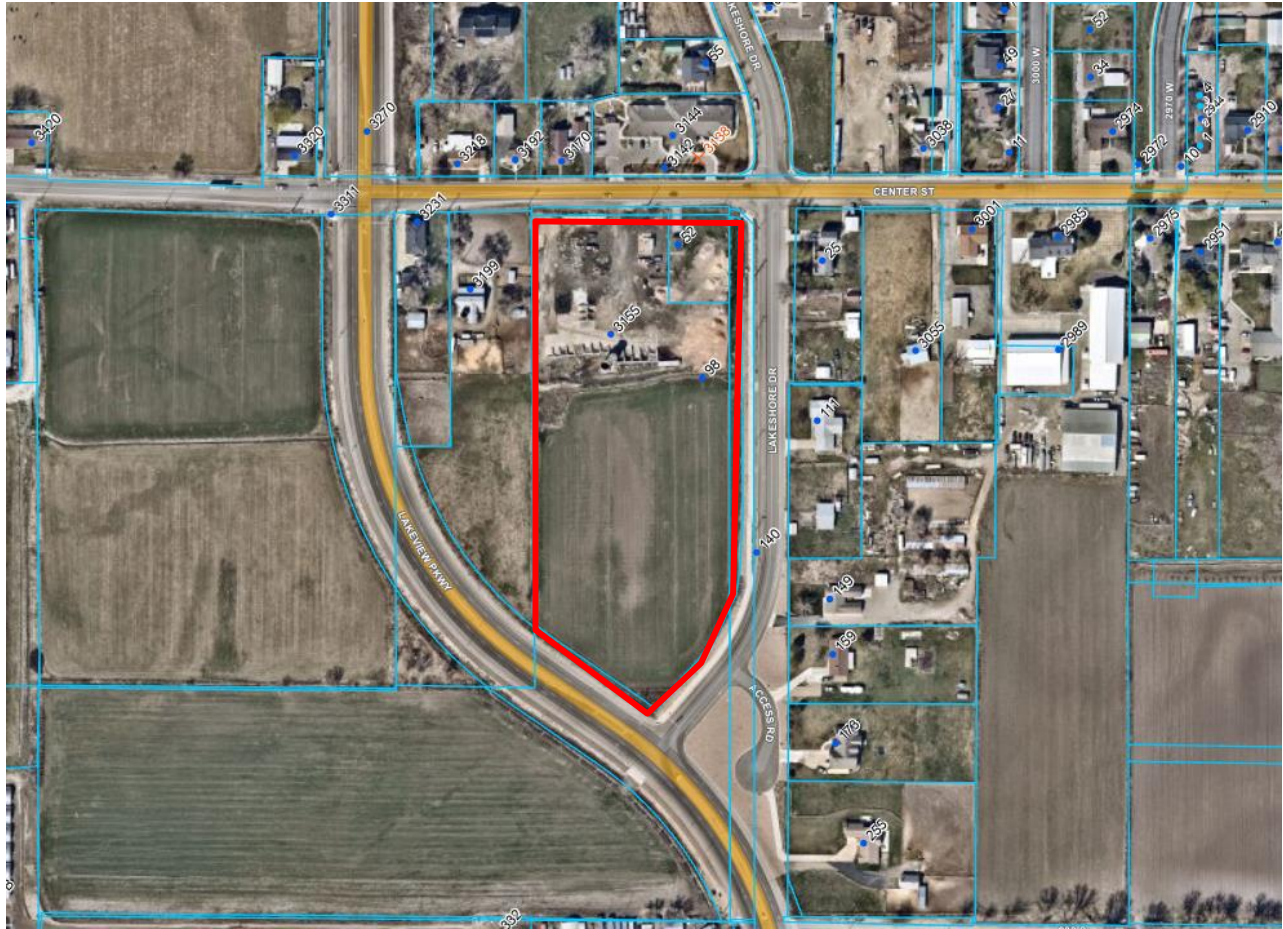
**Approve** the requested Project Plan Application with the following conditions:

1. That a final subdivision plat is approved and recorded;
2. A flat roof is permitted after Planning Commission review; and
3. All items of the staff report

### **ATTACHMENTS**

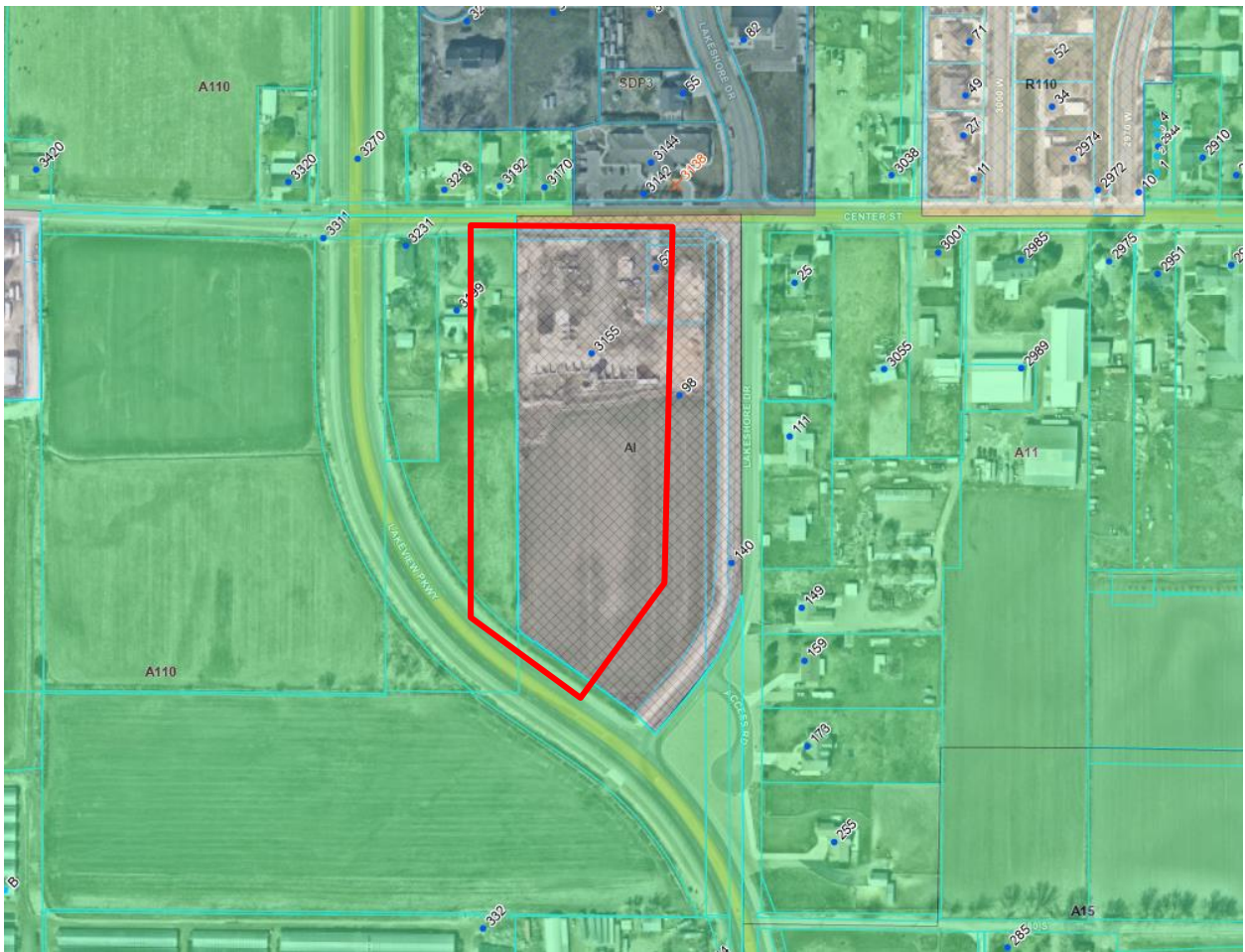
1. Area Map
2. Zoning map
3. Site Plan
4. Landscaping Plan
5. Transitional buffer code interpretation document
6. Building 1 elevations and floor plan
7. Building 2 elevations and floor plan
8. Subdivision Map

**ATTACHMENT 1 - AREA MAP**

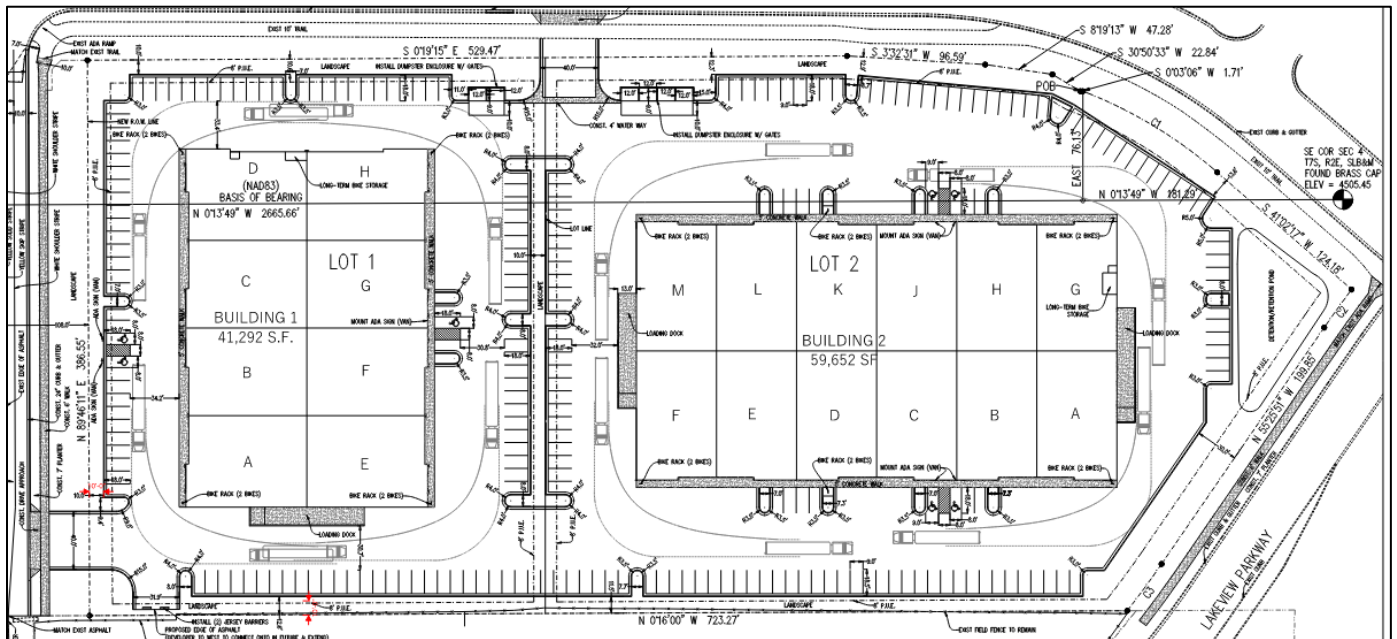
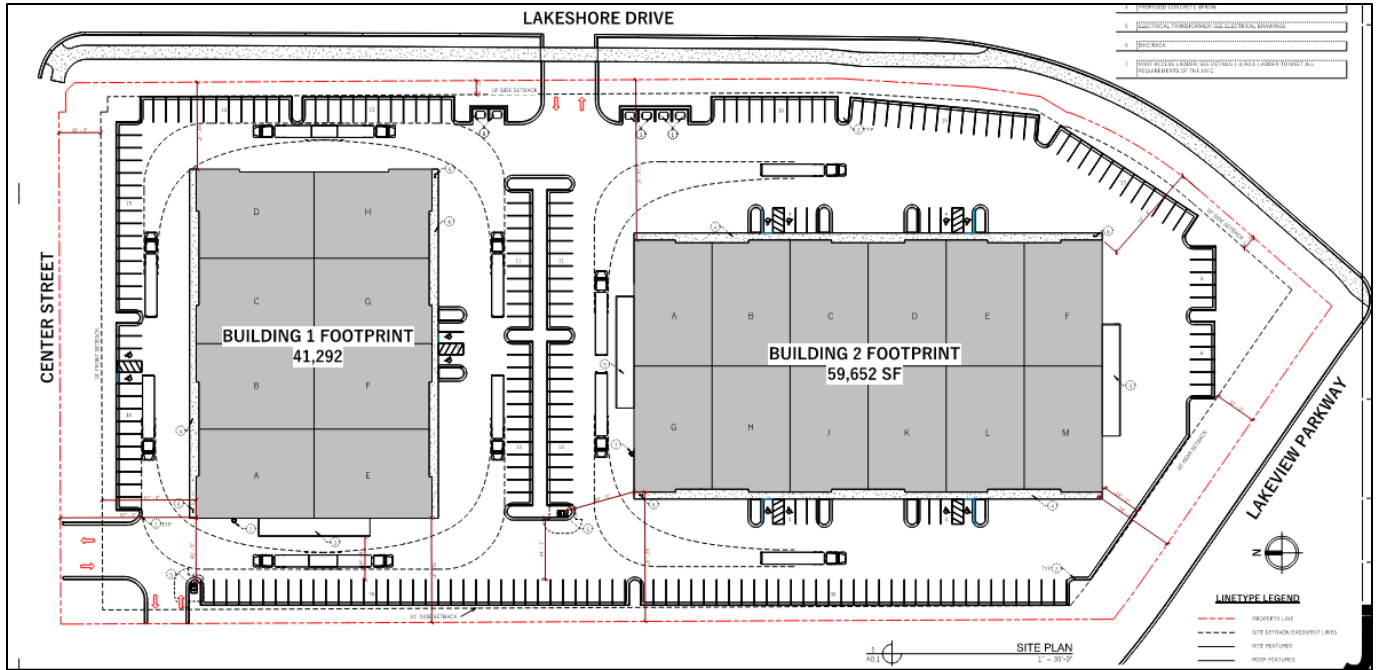




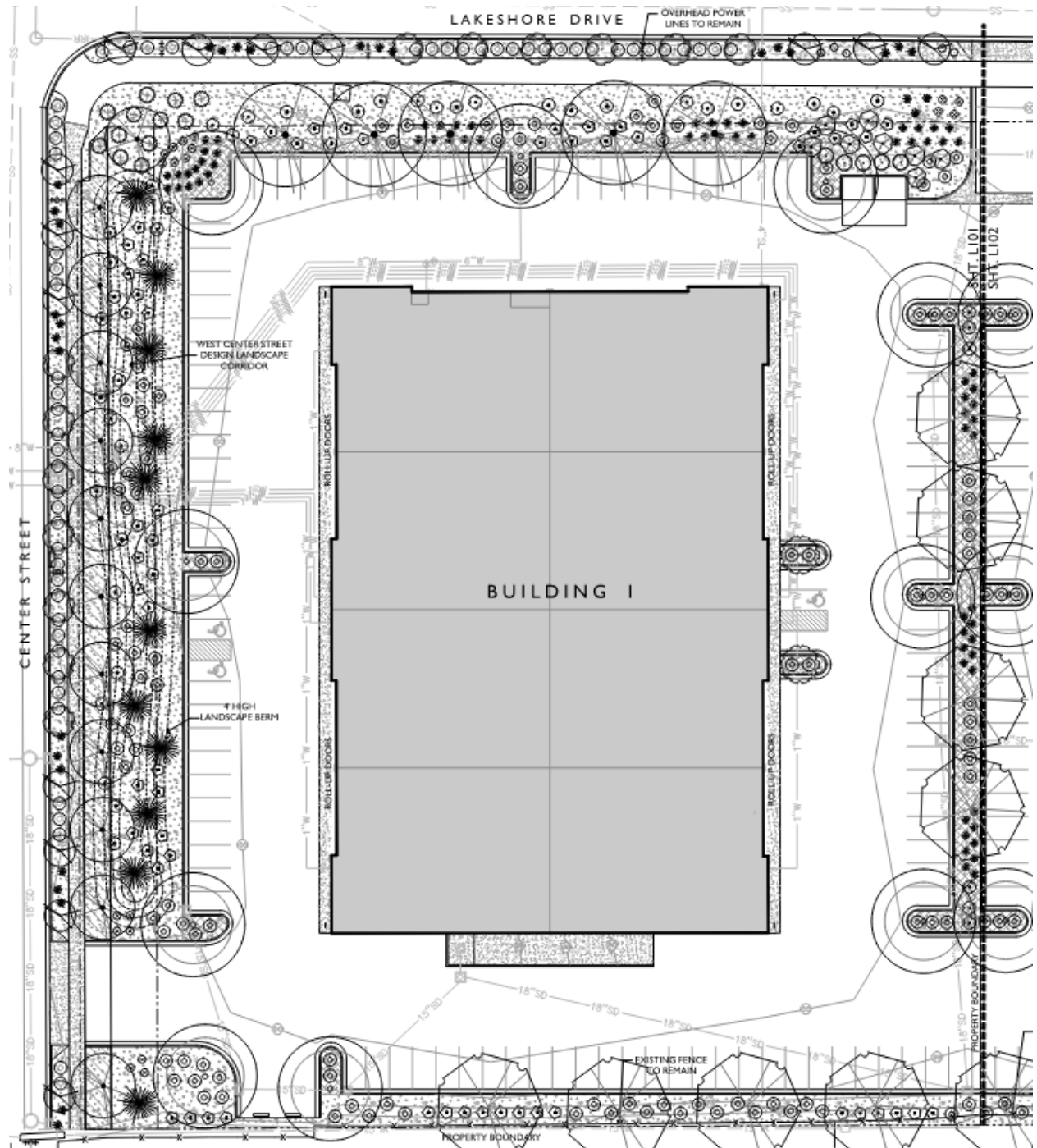
**ATTACHMENT 2 - ZONING MAP**

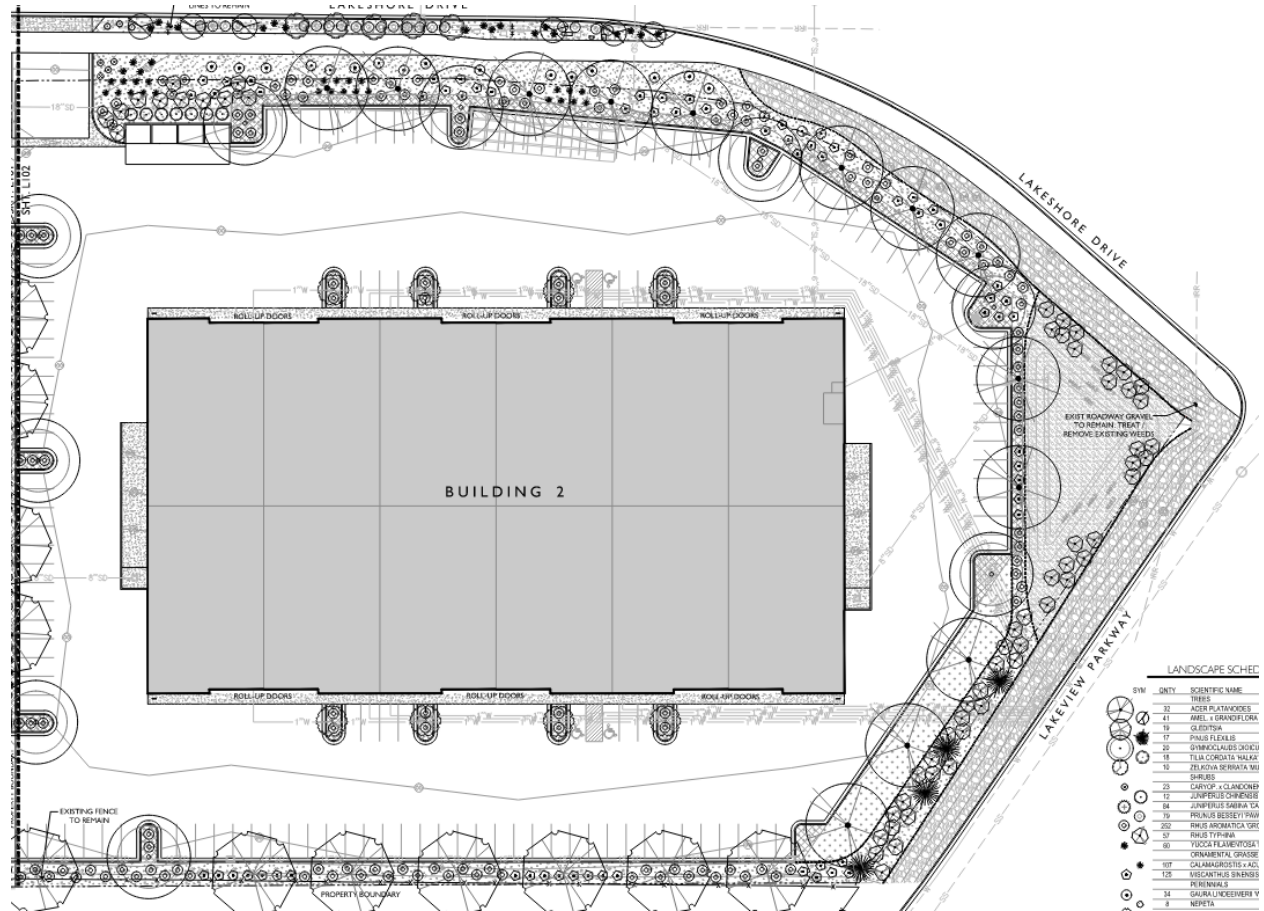


**ATTACHMENT 3 - ARCHITECTURAL AND CIVIL SITE PLANS**



**ATTACHMENT 4 - LANDSCAPING PLAN**





## **ATTACHMENT 5 - TRANSITIONAL BUFFER CODE INTERPRETATION DOCUMENT**

McCoard's Industrial Park – 3155 W Center St - PLPPA20240015

May 13, 2024

After further review of similar projects finished in the area, and after meeting with Ryan McCoard, the City of Provo has found that the following changes can be made to the first review of the plans. These changes are specifically in relation to the transitional buffer and landscaping on the west side of the development. Please see below for the reasoning behind the change. This document was put together to ensure there was a proper and complete record of decisions made by staff.

The parcel to the immediate west of 3155 W Center St is #21:029:0079, as shown in the map below.



- Residential use – Zoned A1.10
- Agricultural use – Zoned A1.10 - #21:029:0079
- Future McCoard Warehouses – Zoned AI (Airport Industrial)

Provo City Code Chapter 14.34.300 deals with transitional development standards for uses abutting residential zones. It states the following regarding the purpose for the subsection: "The purpose of this Subsection is to provide an area of transition between abutting lots zoned for dissimilar **uses** so that adjoining incompatible **uses** are avoided." (emphasis added)

Additionally, this section of code states that when a lot in an industrial zone abuts a lot in an agricultural zone, a landscaped yard of at least 10 ft wide shall be provided on such lot along the property line between the industrial and agricultural zone, meeting the standards of 15.20.110. It requires a 6 ft masonry wall, a landscape berm, or a hedge between an industrial and agricultural zone. 14.34.300 (10) addresses the trash requirements, stating that no trash container shall be located closer than 25 ft from the side property line of a lot in an agricultural zone. Please review the exact code language for other requirements.

15.20.110 outlines the landscaping requirements for buffers between dissimilar uses. Please see the language below:

The requirements of this Section shall establish the dimensions and improvement requirements of landscape buffers as required for transitions between dissimilar **uses**.

Although the transition between zones is mentioned a few times in 14.34.300, "dissimilar uses" are mentioned in both 14.34.300 and 15.20.110. According to staff, the barn and other agricultural uses on the parcel directly abutting the McCoard warehouses, shown in green in the map above, are not dissimilar or incompatible to the warehouse use. #21:029:0079 does not have a residential use, it is has a solely agricultural use. Also, the general plan land use map shows this property as future "Airport-Related Activities", which is the same as the McCoard property at 3155 W Center St. Please see the map below.



- Residential future land use
- Airport-Related future land use

#21:029:0079 is planned to become AI or some other associated zone in the future. In fact, Provo Public Works has required the applicant for the McCoard warehouses to install a western access to ensure that the eventual development of the agricultural properties to the west will have access to Center St. This parcel will become Airport-Related in the future.

Due to the similar uses between the two parcels, the future general plan land use map, the likelihood of the future use, and for the sake of continuity and uniformity with requirements on an adjacent and similar project, Provo City staff recommend the following interpretations to the code:

1. The transitional buffer requirements found in 14.34.300 are not required for the western property boundary of the properties located at 3155 W Center St. The abutting property (21:029:0079) is a similar and compatible use. That includes the standards regarding landscaping, the wall, and the trash storage containers.
2. The landscape buffer requirements found in 15.20.110 are not required for the western property boundary of the properties located at 3155 W Center St. The abutting property (21:029:0079) is a similar and compatible use.

The resulting empty space between the property line and the parking lot must be landscaped in some way, it cannot stay empty as that could invite noxious weeds or other nuisances. Please see the design standards for landscaping in chapter 15.20 for ideas on what to put within this space.

Signed,

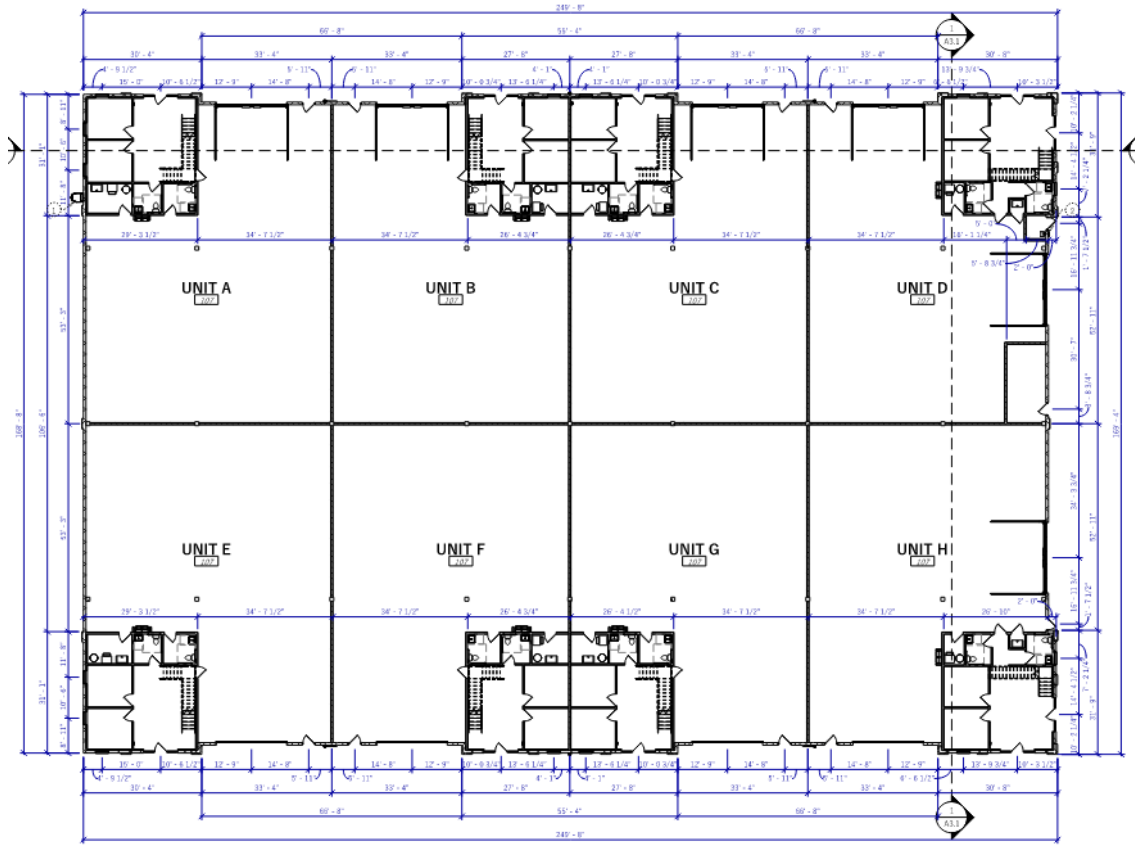
Mary Barnes, Provo City Planner II

Date: 5/13/2024

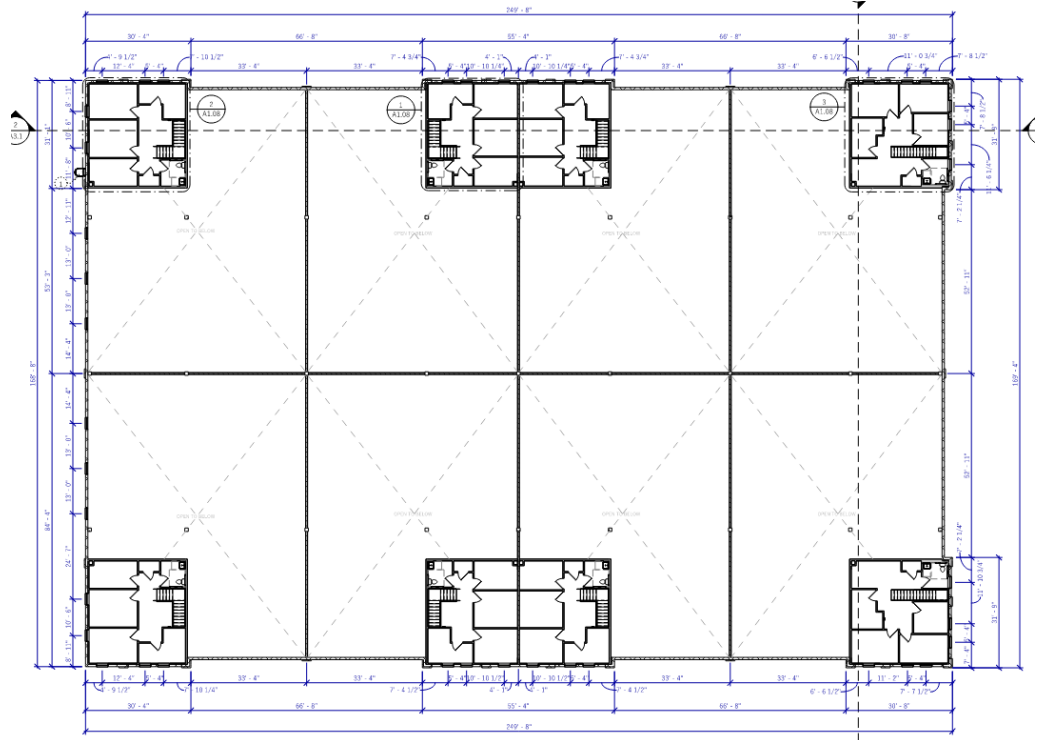
This code interpretation document **only** applies to the property located at 3155 W Center St (as shown in the first map). It **does not** apply to other properties in Provo. Other projects shall meet the requirements set forth in Title 14 and Title 15.

**ATTACHMENT 6 - BUILDING 1 ELEVATIONS AND FLOOR PLAN**





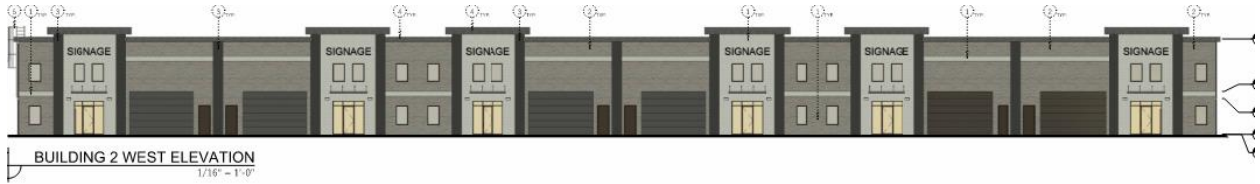
1/1 MAIN FLOOR

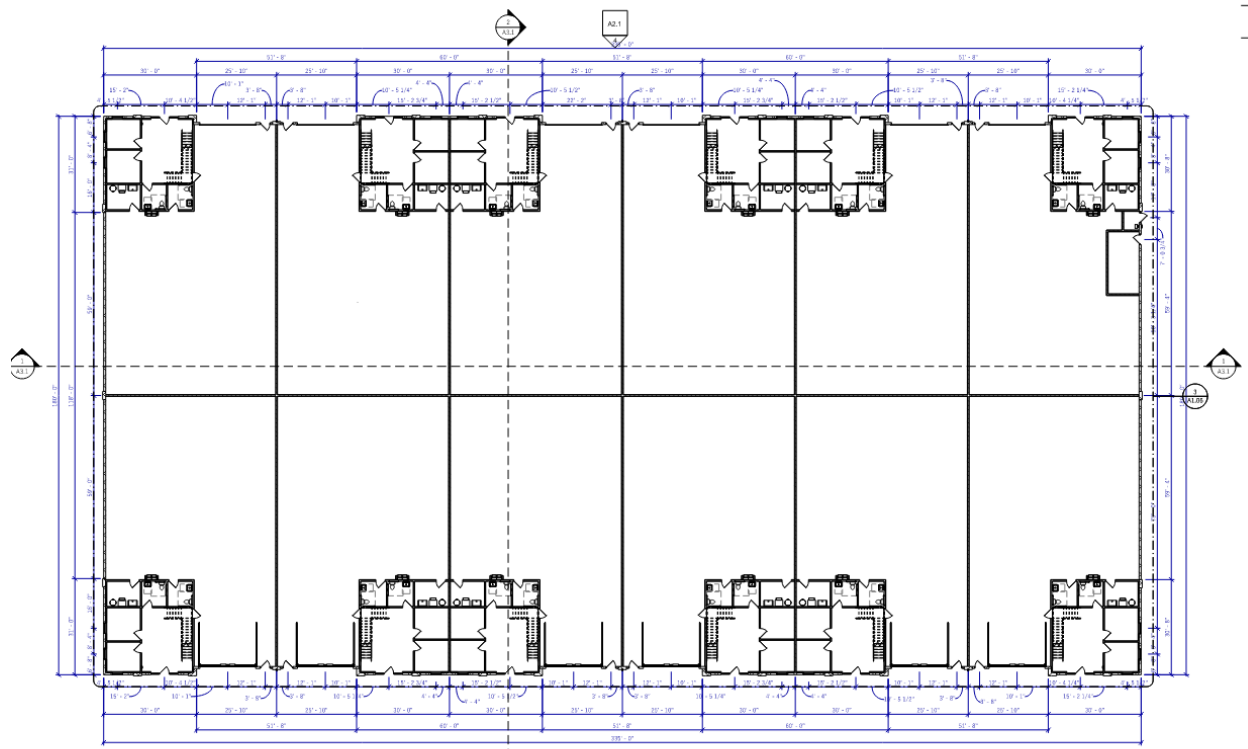


UPPER FLOOR PLAN

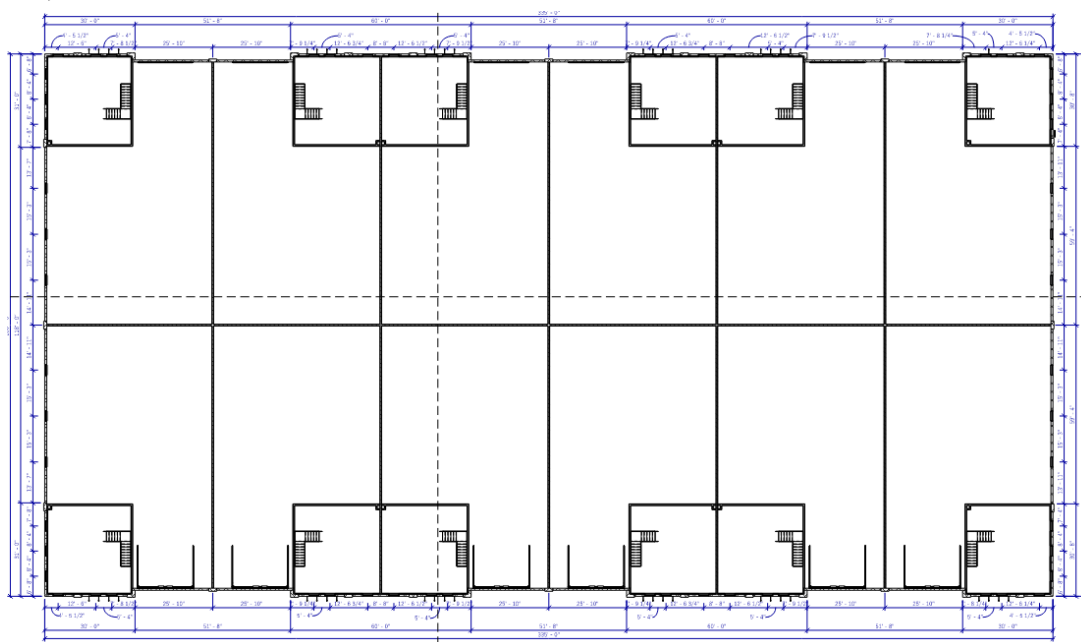


**ATTACHMENT 7 - BUILDING 2 ELEVATIONS AND FLOOR PLAN**





OVERALL MAIN FLOOR PLAN  
1/16" = 1'-0"



OVERALL MEZZANINE FLOOR PLAN  
1/16" = 1'-0"

